

THE PERIODICAL
PUBLICATION

LOG CHIPS

OF RECENT
MARITIME HISTORY

FOUNDED 1948 BY JOHN LYMAN

SUPPLEMENT NO. 9, Nov. 1983

EDITOR NORMAN J. BROUWER

CONTENTS OF THIS SUPPLEMENT

IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1864.....	1
SAILING SHIP NEWS.....	8
FALKLAND ISLANDS REPORT (Cont.).....	8

IRON SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1864

Compiled by the Editor

BENTON Marshall, Newcastle
I Ship 952 Henderson & Co., Newcastle.

ADELINA Mitchell, Newcastle
I Ship 731 Beckworth & Co., London.
JEANIE DOUGLAS I Ship 1284 Stuart & Co., Liverpool.

LEDA Rogerson, Newcastle
I Slip. 158 T. Bell, Newcastle.
VESTA I Slip. 113 T. Bell, Newcastle.

KATE KELLOCK J. Haswell & Son, Sunderland
I Ship 1175 Kellock & Co., Liverpool.
1878 YUNGAY (hulk at Punta Arenas, Chile)

ONYX J. Laing, Sunderland
I Bark 420 Wheatley & Co., Sunderland. hulk at Auckland, N.Z.

FONTENAYE G. S. Moore & Co., Sunderland
I Ship 635 Munro & Co., London.
MAGDA wrecked at Schiermonikoog 30 Oct. 1896, Sundsvall to Port Natal

CARRIZAL T. R. Oswald & Co. Sunderland
I Bark 598 Shalcross & Co., Liverpool.
wrecked while loading guano at Baker Island 20 Nov. 1899
CORRIENTES I Bark 598 Shalcross & Co., Liverpool.
LINCOLN I Ship 996 Temperleys, London.
OTTER I Bark 499 E. Preston, Liverpool.
TAURUS went missing 12 Dec. 1894, Altata to Le Havre
SPIRIT OF THE MORNING I Bark 664 Jackson & Co., Liverpool.
ELLEN

HOWRAH Pile, Hay & Co., Sunderland
I Ship 1117 G. D. Tyser, London.
1890 TOURNY Verdeau & Cie., Bordeaux.
1903 AGOSTINO M./L. Mortola fu A., Genoa. broken up at Genoa 1911
LUCINA I Bark 490 Adamson & Co., London.
THURSO wrecked at Greymouth, N.Z. 7 Aug. 1895, sailing for Cape Town
QUEEN OF THE EAST I Ship 854 H. Ellis, London.

LOG CHIPS Supplements are published under the sponsorship of the National Maritime Historical Society. Additional copies may be purchased at \$2.00 each by writing to the Society; 132 Maple Street, Croton-on-Hudson, New York 10520.

Pile, Hay & Co., Sunderland (Cont.)
 QUEEN OF THE SOUTH I Bark 376 H. Ellis, London.
 SAINT LEONARDS I Ship 999 Bon's & Sons, London.
 sunk in collision with S.S. CORMORANT off Start Point
 17 Sept. 1883, London to New Zealand
 SOPHIA JOAKIM I Ship 999 Willis & Son, London.

W. Doxford & Sons, Pallion
 ALUMINA I Bark 699 Stewart & Co., Liverpool.
 ANTRIM I Ship 993 Moore & Co., Liverpool.
 U. C. Koch, Brake.
 1891 EMILIE went missing 9 Dec. 1915, Pensacola to Clyde
 1896 ASIA I Ship 500 Hargrove & Co., Liverpool. burned 1865

T. R. Oswald, Pallion (see also Sunderland)
 KNOWSLEY I Bark 647 Shallcross & Co., Liverpool.
 1871 EUTERPE J. C. Pflugk, Hamburg.
 1893 ANNA MARIA SCHWALBE M. N. Mathiasen, Nordby.
 hulked at Albany, W. Australia 1897
 WARWICK I Ship 1005 Temperley, London.

Denton, Hartlepool
 DEERHOUND I Bark 544 Moon & Co., Sunderland.
 KINGDOM OF SAXONY Gosman & Smith, London.
 TERESITA F. & V. Astarito, Castallamare.
 broken up at Palermo 1906
 SEPIA I Bark 725
 DALHOUSIE wrecked on Carnac Is. nr. Fremantle 29 Dec. 1898,
 arriving from London

Pile, Spence & Co., West Hartlepool
 BERHAMPORE I Ship 1061 McKinnon, Liverpool.
 GLENNA I Ship 1282 British Shipowners Co., Liverpool.
 went missing, out of Shields, c. 1865
 LAMMERMUIR I Ship 1054 Willis & Son, London.
 went missing 1876, Adelaide to London
 PRINCE OSCAR I Ship 1292 S. Graves, Liverpool.
 sunk in collision in Atlantic 13 July 1895, Shields
 to Iquique

M. Pearse & Co., Stockton
 DRAGON I Ship 696 Young & Co., London.
 ELLA I Bark 622 (Not in Lloyds)
 CRAIGIE LEA wrecked on Bull Pt., Falklands 30 Dec. 1879
 W. H. HASELDEN I Ship 897 Wilson & Co., Liverpool.
 went missing c. 1870

Richardson, Duck & Co., Stockton
 LEILA I Ship
 went missing on maiden voyage 2 Jan. 1865, Tyne to India
 SYDNEY DACRES I Ship 1380 Baines & Co., Liverpool.
 wrecked near Cape Pembroke Lt. sailing from Port Stanley, Falklands 28 Sept. 1886

CHERWELL		Backhouse & Dixon, Middlesbrough I Ship 1170 T. Frost, Liverpool. wrecked on Three Castle Head, Cork December 1889
DUNELM		Candlish, Fox & Co., Middlesbrough I Bark 514 Hudson & Co., Sunderland. I Bark 566 T. Scott, Sunderland.
SARAH SCOTT		
BERTRAM RIGBY	1888 AEOLUS	Earle, Hull I Ship 1293 E. Bates, Liverpool. H. Bischoff & Co., Bremen. went missing 1 Dec. 1894, Sydney to London
BUCENTAUR		I Ship 1067 Saunders & Co., Liverpool. wrecked near Bombay 5 June 1869
ARTIST		Humber Iron Works, Hull
NORSEMAN		I Ship 1371 Harrison & Co., Liverpool. burned 1889 I Bark 618 Cotesworth & Co., Liverpool.
GELLERT		M. Samuelson & Co., Hull
KINGSTON		I Ship 686 Bremer, London.
MARIAN		I Ship 1208 Stuart & Co., Liverpool. I Bark 1142
1888 BRILLIANT		C. M. Jorgensen, Hamburg.
1895 VILLE DE REDON		C. Mabon, Nantes.
1899 CHARLOTTE		A. Witte, Bremerhaven.
1905 SAN PEDRO		P. Molins, Montevideo. broken up 1930
VARUNA		Lungley, London I Ship 1318 Smith & Co., London.
ALBERT VICTOR		Millwall Ironworks, London
CENTAUR		I Ship 1184 Lidgett & Son, London. I Ship 1571 Fletcher & Co., Liverpool. burned 18 April 1896, San Francisco to Maryborough
TIVERTON		I Ship 1175 Coupland Brothers, Liverpool. went missing 1883
1882 PAVIAN		
MICHAEL SCOTT		J. & G. Rennie, London
ZOROASTER		I Ship 1198 Finlay & Co., London. I Ship 1207 Finlay & Co., London. went missing c. 1880
HAMLET		
ROYAL EDWARD		Westwood, Baillie & Co., London
ROYAL GEORGE		I Ship 1508 abandoned 1886, Gloucester, Mass. to Melbourne
ALABAMA		I Ship 1452 went missing 7 Jan. 1899, Pensacola to Rotterdam
CANOPUS		
		Wigram, London I Bark 765 Lynch Brothers, London.

LADYE LOVE William Patterson, Bristol
 WHITE SQUALL I Bark 495 Gladstone & Co., Liverpool.
 Nevill, Llanelly
 ANN I Brig 271 Samuel & Co., Llanelly.
 OLIVER CROMWELL I Bark 415 D. Jones, Llanelly.
 lost returning from amiden voyage, Caldera to Swansea

PRINCESS OF WALES Treweek, Amlwich
 I Sch. 120 Treweek & Sons, Liverpool.

CHESHIRE Roodee Ironworks, Chester
 DELMIRA I Ship 1233 Boult & Co., Liverpool. missing c. 1866
 TERPSICHORE I Bark 338 T. Ismay, Liverpool.
 I Bark 538 J. Atwool, Liverpool.

BOLTON ABBEY G. R. Clover & Co., Birkenhead
 BRITISH PRINCE I Ship 1194 Potter Brothers, Liverpool.
 lost Feb. 1872, Dundee to Calcutta
 EIVIR I Ship 1282 British Shipowners Co., Liverpool.
 1865 SERENA I Bark 510 Nicholson, Liverpool.

FURNESS ABBEY I Ship 1206 Potter Brothers, Liverpool.
 stranded at Galle, Ceylon 24 Aug. 1878, Mauritius to Rangoon

SORABJEE JAMSETJEE JEEJEEBHOY Laird Brothers, Birkenhead
 1867 BRITISH INDIA I Ship 1199 J. Parsons, Liverpool.
 burned north of Madeira 18 Jan. 1894, Leith to Rio

ASTRACAN Woodside G. Dk. Co., Birkenhead
 SAN MIGUEL I Bark 1041 British & Eastern Shipping Co., Liverpool.
 I Bark 535 Bromhm. & Co., Liverpool. lost c. 1865

ORURO Bowdler, Chaffer & Co., Liverpool
 I Bark 499 J. Wlamsley, Liverpool.

BARRACOUTA Evans, Liverpool
 I Bark 610 Vining & Co., Liverpool.

COWASJEE JEHANGEER Hart & Sinnott, Liverpool
 1867 RANEE I Bark 1190 Finlay & Co., Liverpool.

1895 MARTA G. G. Giurfa, Genoa.
 1903 SANTA ROSALIA A. Loschiavo, Palermo.
 PREMCHUND ROYCHUND I Ship 1256 Finlay & Co., Liverpool.
 RAJAH foundered off Lundy 9 Dec. 1896, Barry to Hong Kong
 VISCATA I Ship 1065 J. Steel, Liverpool.
 stranded near San Francisco 8 March 1868, arriving from Liverpool.

ALTCAR	Jones, Quiggin & Co., Liverpool STEEL Ship 1283
CLYTEMNESTRA	STEEL Ship 1250 wrecked on reef off Rodrigues Is. 4 Sept. 1870, Rangoon to Queenstown
ALLAHABAD	Potter, Liverpool I Ship 1186 Potter & Co., Liverpool.
BEATRICE	T. Royden & Son, Liverpool I Bark 591 Royden & Son, Liverpool.
CLIFFORD	I Ship 915 Royden & Son, Liverpool.
CANITA	I Ship 1165 Moore & Co., Liverpool.
PAMPERO	I Bark 588 Ismay & Co., Liverpool.
VENNER	
TRIENTALIS	
SAN LUIS	I Bark 591 Grunston & Co., Liverpool.
ANDACOLLO	T. Vernon & Son, Liverpool I Ship 765 Imrie & Co., Liverpool. wrecked c. 1865
BAYARD	I Ship 1319 Alexander & Co., Liverpool. hulked 1911
CAPE HORN	I Ship 724 Myers, Son & Co., Liverpool.
CURSETJEE FURDOONJEE	I Ship 1242 Cardwell & Co., Liverpool. Williamson, Liverpool.
TALISMAN	
CRISTOBAL SOLER	Puerto Montt
GLENLORA	I Ship 764 H. Stenhouse, London. sunk by U-boat April 1917
PHILIP NELSON	I Bark 548 Nelson & Co., Liverpool. wrecked July 1904
PRINCE ARTHUR	I Bark 544 Nelson & Co., Liverpool.
RAJPOOT	I Ship 1333 Smith & Co., London. went missing 29 Aug. 1892, Blyth to Valparaiso
SIERRA PALMA	I Bark 1376 Thompson, Anderson & Co., Liverpool. wrecked nr. East London 24 April 1883, Rangoon to Liv.
SWORD FISH	I Ship 725 Myers, Son & Co., Liverpool.
VAN CAPELLEN	I Ship 835 Sandbach, Liverpool. lost c. 1865
VERNON	I Ship 1319 Alexander & Co., Liverpool.
BRITISH QUEEN	Allsup, Preston I Sch. 164 W. Allsup, Preston.
EASTHAM	J. H. Machern, Preston I Bark 611 Tennant & Co., Liverpool.
NAVENBY	I Bark 510 J. Clark, Liverpool. wrecked c. 1866
CALABAR	Williamson, Harrington I Ship 496 Iredale & Co., Liverpool.
ERATO	Isle of Man Shipbuilding Co., Ramsey I Ship 1205 Wakefield & Co., Liverpool. wrecked west of Scaw 7 Feb. 1894, Helsingborg to Garston
ORIANA	J. E. Scott & Co., Greenock I Ship 1050 W. Orr, Greenock. broken up at Montevideo Feb. 1909
SAM CEARNES	I Ship 1422 Wilson & Co., Liverpool. wrecked on Tierra del Fuego 26 June 1871, Liverpool to San Francisco

R. Steele & Co., Greenock

I Ship 1042 Currie & Co., Liverpool.

ARUNDEL CASTLE

1885 CHITTAGONG

1896 IMPERATOR

1918 CHITTAGONG

1920 ANNITSA ZOLOCOSTA hulked at East London 1901. re-rigged as bark 1918.
broken up 1922

KNIGHT OF SNOWDON

I Ship 656 Williamson, Liverpool.

founded off Danger Pt., S. Africa 26 July 1867,
Rangoon to U.K.

LADY PALMERSTON

PAM

I Ship 1247 Farnworth & Co., Liverpool.

hulk at Adelaide

LORD OF THE ISLES

I Ship 657 Williamson & Co., Liverpool.

RED GAUNTLET

I Ship 1073 Williamson & Co., Liverpool.

Clyde Shipbuilding Co., Port Glasgow

I Bark 501 Hargrove & Co., Liverpool.

RIVER THAMES

R. Duncan & Co., Port Glasgow

I Ship 1053 Iron Ship Co., Bombay. went missing 1887

I Ship 999 Cowie & Co., Liverpool.

I Ship 995 Cowie & Co., Liverpool.

I Ship 1004 Iron Ship Co., Bombay.

lost off Oeno Is. (nr. Pitcairn) 2 Sept. 1875, San
Francisco to Liverpool

I Ship 998 Glen & Co., Liverpool.

STRATTON AUDLEY

Lawrence Hill & Co., Port Glasgow

I Ship 558 Jamieson & Co., Glasgow.

hulk at Melbourne 1920's. scuttled in Bass Strait 1930

I Ship 741 Playfair & Co., Glasgow.

NOR'WESTER

RIVER CLYDE

1885 VALENTINE

J. Reid & Co., Port Glasgow

I Ship 1183 Williamson, Liverpool.

I Ship 1039 British & Eastern Shipping Co., Liverpool.

I Ship 784 Williamson & Co., Liverpool.

I Ship 1181 Bowring & Co., Liverpool.

burned off Cape Horn 1884

I Ship 1304 Smith & Co., London.

GUY MANNERING

KHORASAN

MARMION

OBERON

SOUKAR

Aitken, Glasgow

I Ship 1062 Currie & Co., Liverpool.

KENILWORTH CASTLE

Barclay, Curle & Co., Glasgow

I Ship 1034 Smith & Son, Glasgow.

wrecked on NE coast of Flinders Is., Bass Strait 1877,
Newcastle, NSW to Calcutta. Mast standing in surf 1981

I Ship 1224 W. Rome, Liverpool.

went missing 11 April 1904, Buenos Aires to Falmouth

I Ship 1213 W. Rome, Liverpool.

wrecked at Valparaiso 7 July 1891

C. Connell & Co., Glasgow

I Ship 1012 Smith & Son, Glasgow.

burned at Trincomalee Mar. 1877, Gibralter to Rangoon

CITY OF BERLIN

COUNTY OF RENFREW
DHOLLERAH
PANDORA

C. Connell & Co., Glasgow (Cont.)
I Ship 709 R. & J. Craig, Glasgow. wrecked c. 1866
I Ship 1017 Iron Ship Co., Bombay.
I Ship 1156 Blyth & Co., Liverpool.
wrecked on Monos Is., Trinidad 18 Oct. 1878, sailing from Port of Spain

BEAUMARIS CASTLE
HIMALAYA
OOMRAWUTTEE

J. G. Lawrie, Glasgow
I Ship 1040 Somes Brothers, London.
I Ship 1065 Lidgett & Son, London.
I Ship 1058 Iron Ship Co., Bombay.
wrecked nr. Cape Agulhas 27 Oct. 1868, Penang to London

BORDERER
CITY OF LAHORE
DURISDEER

Stephen, Glasgow
I Ship 989 Smith & Son, Glasgow.
wrecked at Stockton Beach, NSW, 23 Dec. 1895, Simontown to Newcastle
I Ship 698 R. Sloman, Hamburg. lost Dec. 1866
I Ship 608 Munro & Co., London.
I Ship 700 R. Sloman, Hamburg. lost June 1867

COPERNICUS
LUCERNE
NEWTON

Rankin, Dumbarton
I Ship 999 Montgomerie, London. lost c. 1865
I Ship 958 J. Mitchell, Glasgow.
S. & H. Morton & Co., Leith
I Ship 776 Thomson, Leith.
wrecked at Praia Suja Guapary, Victoria, Brazil 25 July 1894, Glasgow to Rio de Janeiro

JAMES WISHART
HAMILLA MITCHELL

Harland & Wolff, Belfast
I Ship 1364 Brocklebank, Liverpool.
sunk in collision in Mersey 20 Nov. 1887, arriving from Calcutta
I Ship 1293 Iron Ship Co., Bombay. broken up 1909
I Ship 1025 Corry & Co., Belfast.

STAR OF ALBION

wrecked on Long Sand, Calcutta 25 Sept. 1886, arriving from Cardiff
I Ship 999 Corry & Co., Belfast.
wrecked on Bull Point, Falklands, 27 June 1887. Intact stern of iron sailing vessel lying there in 1976 may be her. It is referred to locally as the CRAIGIE LEA, ex-ELLA (Stockton 1864), but that vessel only had one bulkhead. STAR OF SCOTIA had three, and the wreck has one beneath the forward end of the aft accommodations. The single bulkhead in CRAIGIE LEA would have to be the forward collision bulkhead.

VOLADOR

I Bgn. 174 G. Lomer, Belfast.
Greendon, Drogheda
I Sch. 231 Duckett & Co., Preston.

JAMES DUCKETT

Walpole, Webb & Bewley, Dublin
I Ship 761 Nicholson & Son, Liverpool.
wrecked on Praia Grande, Brazil 29 June 1894, Shields to Santos

CALDBECK

KNIGHT COMMANDER

Walpole, Webb & Bewley, Dublin (Cont.)
 I Ship 1435 Carlyle & Co., Liverpool.

MOORESFORT

Cork Shipbuilding Co., Cork
 I Ship 1184 Moore & Co., Liverpool.

BRITISH SOVEREIGN

George Robinson & Co., Cork
 I Ship 1345 British Shipowners Co., Liverpool

SAILING SHIP NEWS

HERITAGE - Wood two-masted schooner, 94.5 feet in length, no engines. Launched 16 April 1983 at the North End Shipyard, Rockland, Maine. Designed, on traditional coaster lines, to carry passengers on one week cruises out of Rockland. The designers, builders and owners are Doug and Linda Lee and John Foss, who previously rebuilt the schooners ISAAC H. EVANS, LEWIS R. FRENCH and J. & E. RIGGIN for the same trade.

RICKMER RICKMERS, ex-SANTO ANDRE, ex-SAGRES, ex-FLORES, ex-MAX, ex-RICKMER RICKMERS - Steel bark, ex-full-rigged ship (blt. Bremerhaven, Germany 1896, 1980 T.) Arrived in Hamburg, Germany 7 May 1983, in tow of the seagoing tug BALTIC. She is to be restored there, apparently to serve as a museum. Originally built to carry cargo, she served from 1924 to 1962 as a training ship for the Portuguese Navy. Since the latter year she has been laid up at the Naval Base at Alfeite, across the Tagus from Lisbon. When visited there by the editor in April 1982, she had not been used for any purpose for a number of years, and was in a generally dilapidated condition. The rig had been reduced to the lowermasts, though it all seemed to be stored on board, heaped about the decks. On deck, she appeared to have been little altered for use as a training ship, aside from large skylights mounted on the original cargo hatches, and an enlarged boat skid arrangement over the forward deckhouse. The organization that brought the RICKMER RICKMERS back to Hamburg had been investigating the possibility of raising the iron bark PLUS (blt. Hamburg 1885, 1254 T.), which has been lying sunk off Mariehamn, Finland since 14 December 1933. The wreck is apparently in fairly good condition. There is apparently some talk of proceeding with that project, and giving Hamburg two restored sailing vessels.

SEA CLOUD, ex-ANTARNA, ex-PATRIA, ex-ANGELITA, ex-SEA CLOUD, ex-HUSSAR - Steel four-masted bark (blt. Kiel, Germany 1931, 2323 T.) The Editor had an opportunity to cross the Atlantic in this vessel, in April of this year; departing from St. John, Antigua on the 2nd, calling at Hamilton, Bermuda on the 7th, and arriving at Cadiz, Spain on the 22nd. The ship appears to be in excellent condition. She is now fitted to carry over 70 passengers, usually on one-week cruises, in the West Indies from November to April, and in the Mediterranean the rest of the year. After a partial dismast in the Mediterranean last summer, she was given back her main skysail, which she had been lacking since the last refit. On 20 April, we briefly sailed in company with the Polish full-rigged ship DAR MLODZIEZY (Supplement 8, page 6), which was bound for the Canary Islands.

FALKLAND ISLANDS REPORT

JHELUM (Cont.)

The frames in the tweendeck area are ventilated by $7\frac{1}{2}$ in. wide horizontal slots, midway between the maindeck and tweendeck beams, rounded off at the ends, and ex-

tending from approximately 1 in. aft of each hanging knee, to approximately 9 in. forward of the next one. The rim of each slot is finished off with a 5/8 in. round bead, as are the edges of any non-flush ceiling planks. There is a similar slot in the lower hold, two ceiling planks below the beams, but it is only 2-3 in. wide. The ceiling planks in the tweendeck, beginning at the underside of the maindeck beams, measure 4 in. x 10 $\frac{1}{2}$ in., 3 $\frac{1}{2}$ in. x 9 in., 2 $\frac{1}{2}$ in. x 6 3/4 in., 2 $\frac{1}{2}$ in. x 17 3/4 in., 2 $\frac{1}{2}$ in. x 8 3/4 in., 3 $\frac{1}{2}$ in. x 9 3/4 in., and 5 3/4 in. x 9 3/4 in. The first two ceiling planks in the lower hold, beginning at the underside of the tweendeck beams, measure 5 3/4 in. x 11 $\frac{1}{2}$ in. and 4 in. x 10 in.

LADY ELIZABETH

HISTORY: Iron bark, 1208 tons, 223 feet in length, breadth 35 feet, depth 21.4 feet. Built by R. Thompson, Jr. at Sunderland, England in 1879. Owned by J. Wilson, London 1879-1884, G. C. Karran, Castletown, Isle of Man 1884-1906, and L. Lydersen, Tvedstrand, Norway 1906-1913. She sailed from Vancouver 5 December 1912 with a cargo of lumber, bound for Lourenco Marques. After sustaining damage off Cape Horn, and losing four crewmembers, she struck rocks off Volunteer Reef, Falkland Islands on 12 March 1913. She put into Port Stanley with her keel, ". . . set up and broken 6 feet; hole in bottom 1 ft. in length. Divers cannot repair; cement keeping vessel afloat." She was subsequently condemned, and put to use as an anchored storage hulk in Stanley Harbor. On 17 February 1936, she was grounded in the shallows at the east end of the Harbor and abandoned.

DESCRIPTION: This is by far the best-preserved sailing ship in the Falklands. She sits high out of the water, with a list to port. The sand has built up on her lee (starboard) side until one can almost wade out at low tide. The hull is intact, the planked decks are sound enough to walk on in most areas, and the bowsprit, and the three lowermasts, are still standing. The main yard is still crossed, presumably all she had as a storage hulk. The iron spike bowsprit is still fitted with cheek blocks, rigging screws, bullseyes, and deadeyes for setting up stays. It was not fitted with jackstays. Fittings surviving on the foc'sle head are; remains of the pinrail for headsail downhauls; chocks; bitts; fish davits with blocks; catheads (timber inside iron shells), with tripping gear and three sheaves near the outer end; railing stanchions; a hatch with low wood coaming; and an iron capstan. The foc'sle head is full height, 21 feet in length, fully plated-in at its aft end. There are three doors in this bulkhead, two to starboard and one to port, of iron, with round arched tops. Under the foc'sle head is an iron windlass, and remains of wooden racks for barrels. The bowsprit beds against a canted iron plate buttressed by two triangular iron plates. The anchor cables pass through pipes in the bulkhead, alongside the forward hatch, and down chainpipes between that hatch and the foremast. Other features surviving on the maindeck are; the three cargo hatches; an iron, hand-operated cargo winch, now lying between the foremast and the deckhouse; the foc'sle deckhouse, with boatskids, a reel for mooring wires on the roof, and iron ladders to the roof on either side near the forward end; an iron capstan abaft the mainmast; deck flanges for the pumps; iron bases for the fiferails; the wooden framework for a windmill pump forward of the mizen hatch; and mooring bitts decorated with eight-pointed stars. The windmill was presumably added in the Falklands because the ship could not be drydocked to fully correct the grounding damage.

The full poop is 36 feet in length. There are small extensions at either side, to accommodate a head, to starboard, and a storeroom. Built into these extensions are half-spiral stairways to the deck above, emerging at that deck through openings in the form of quarter circles. The stair treads and risers are wood. Surviving features on the poop are; the steering gear, without wheel or wheelbox; remains of the taffrail, an opening for the saloon skylight; and the outline of a charthouse

in the form of a mortice cut into the deck planking. The galley is at the forward end of the deckhouse, entered from either side by iron "Dutch doors." Remains of bins survive, including an iron coal bin. The crew foc'sle is sheathed with wide horizontal planking on the inside. The wooden double berths built against this have lattices in them, made up of metal strips interwoven at right angles, to support the mattresses. There are smaller petty officer foc'sles at the aft end of the house, entered by doors facing aft. The living quarters under the poop have been largely removed, but the woodwork inside the ship's hull, and forming the overhead, is still there. Remains of molding strips on these surfaces, and on the deck planking, indicate where most of the bulkheads were located. The fore and main shrouds are set up with rigging screws. The mizzen rigging, which has been cut away, was set up with deadeyes and lanyards. There is a large, rather plain wooden billethead, which appears in photos of the vessel when she was sailing under the Norwegian flag.

There has been talk of someday refloating this ship, and moving her to a berth near the center of the town of Stanley, where she would serve as a maritime museum. The iron plating is heavily encrusted with rust scale in most areas, and there are some holes below the waterline, including those made to sink her in this location in 1936. However, there is no evidence of serious structural damage.

MARGARET

HISTORY: Bark, 626 tons. Built at Halifax, Nova Scotia in 1836, and last owned in Liverpool, England. On 24 October 1850, while bound from Liverpool to Valparaiso, she put into Port Stanley, "6 months & 20 days out - 2 months at Horn; leaky & in want of repairs, overloaded with coals." (From vessel arrivals ledger in the Falkland Islands Archives.) In 1853-54 she served as a coaling hulk for the S.S. GREAT BRITAIN, which had been placed on the run between the British Isles and Australia. She was later sunk at the end of the Government Jetty in Port Stanley, where she is now covered by a wharf.

DESCRIPTION: Aside from the first ten feet of the bow, which is largely eroded away, the hull survives to just above the tweendeck beams. These beams measure 12 in. x 12 in., and are supported by iron hanging knees, and joined by timber lodging knees; except for two sets of iron lodging knees about one fourth of the length aft of the stem. The beams are also supported by timber centerline stanchions in the lower hold, rectangular in section fore and aft, $2\frac{1}{2}$ in. x 13 in. The third beam forward of the sternpost measures 12 in. x 14 in. and is in two parts, with a vertical scarf running from lodging knee to lodging knee, fastened with five sets of 1 in. diameter iron bolts. Some of the sternpost survives, spanned by timber filling transoms. A sampling of frames amidships gave dimensions of 7 $\frac{3}{4}$ in. by 9 in. to $10\frac{1}{2}$ in., with spaces between ranging from 1 $\frac{3}{4}$ in. to $3\frac{1}{4}$ in.

SNOW SQUALL

HISTORY: Full-rigged ship, 157 feet in length. Built by Samuel Butler at Cape Elizabeth, Maine in 1851, and owned by Charles R. Green of New York. She was an extreme clipper ship employed in the trade with China, Australia and San Francisco. Her twenty-eight day passage from New York to Rio de Janeiro is probably the record. She sailed from New York on 2 January 1864, bound for San Francisco, but grounded in the Le Maire Straits east of Tierra del Fuego on 26 February, and put back to Port Stanley leaking, with her rudder damaged. She was condemned, and soon after sunk to form part of a jetty in front of the headquarters of the Falkland Islands Company.

SNOW SQUALL is the only grounded sailing ship at Port Stanley that does not lie on a virtual even keel. Her portside is toward the shore, and she lies heeled in that direction around thirty degrees from the vertical. By 1976, the forward half of the ship had been cut down to just above the lower deck beams. Aft of amidships, the hull remains dwindled rapidly, until the aft end of the keel could only be located, tentatively, by probing through kelp and mud. However, due to the heel, a portion of the portside survived under the wharf, up to the maindeck waterways, with remains of chainplates for the main rigging. The surviving lower deck beams forward still had attached to them remains of the lower end of the pawl bitt, and of the forward hatch and foremast partners. The aftermost surviving deck beams were embedded in a pile of debris dumped through a gap in the wharf.

The bow was already very weak in 1976. Planks had been lost from the starboard side at the water, and the whole structure could be felt to move when struck by waves. By 1981 more planks were gone from both sides, and the pawl bitt remnant had disappeared. In spite of its fragility, the stem was being used as a mooring for the headlines of a steel oil barge. The bow seems to have survived the War, but soon afterward the oil barge either pulled out the stempost or slammed into the bow causing it to come apart. A group from the state of Maine visited Port Stanley to examine the SNOW SQUALL in early 1982, shortly before the War, led by Nicholas Dean and Fred Yalouris. Both Dean and Yalouris returned to Port Stanley, with a larger team, after the damage to the bow. They found the stem lying on the bottom where it had fallen, and other parts of the bow washed ashore some distance away. All the pieces were retrieved, and more of the bow, clearly in danger of washing away, was removed. A portion of this material was then loaded into a freight container for shipment to Maine, where it has since arrived. Before leaving Port Stanley, the team attempted to strengthen what remains of the bow to prevent further loss. The following information is based on examination of the ship before the damage to the bow.

SNOW SQUALL was built with timber lodging knees, and timber hanging knees, except in the extreme bow (no evidence survives for the stern). Beginning with the lower deck beam abaft the pawl bitt, the beams are supported by iron hanging knees; 42 in. long on the beam, and 37 in. long on the ceiling. The beams are 12 in. wide by 11 in. deep, and spaced approx. 4 ft. 8 in. apart. They are supported in the center by rectangular timber hold pillars 10 in. wide by 8 in. fore and aft. On each side, the pillars are attached to the underside of the beams by iron angles 4 in. wide; 15 in. long on the pillar and 13 3/4 in. long on the beam. The lodging knees are 9 in. in width. The ceiling planking is 6 in. thick immediately beneath the beams, and 4 3/4 in. thick further down. The frames measure around 8 in. by 8 in. The outer planking is 4 in. thick. There is much evidence of coppering directly on the planking.

WILLIAM SHAND

HISTORY: Bark, 501 tons. Built at Greenock, Scotland in 1839. Owned by Russell & Co. On a voyage from Liverpool to Valparaiso in 1859, she put into Port Stanley from February 1st to 17th, for water and to repair a tank. She returned on March 16 and was condemned and hulked. She was grounded alongside SNOW SQUALL in 1872. Around the late 1950's, the forward part of the hull was cut down to below the level of the wharf.

DESCRIPTION: Aside from a fragment of the stem and port bow, which extends up to the location of the hawsepipe, the hull has been cut down to just above the lower deck beams. What survives appears to be fairly solid, except for the stern, which is badly deteriorated.

The tweendeck beams measure from 12 to $13\frac{1}{2}$ in. wide, and from 12 to 13 in. deep. There is a total of seventeen, all of which survive, though the two aftermost have dropped out of position. The beams are supported by iron hanging knees, which angle toward the bow in the forward half of the vessel, and toward the stern in the after half. The space between the beams is spanned at each side by iron staple knees, with the exception of the forwardmost and aftermost positions, where timber lodging knees are substituted. The centerline pillars supporting the beams are rectangular in section; 5 in. in width by 8 in. fore and aft. Both the breast hooks forward, and the filling transoms aft, are timber. The frames are 8 in. thick, and vary in width, in a sampling taken amidships, from $8\frac{1}{2}$ in. to $9\frac{1}{2}$ in. The space between frames ranges from $2\frac{1}{2}$ in. to almost 6 in. Outer planking in the bluff bow is slotted vertically to facilitate bending. Planks are solid at the stem rabbet, with slots beginning a short distance from the stem and running for the remainder of their length.

This completes the report on major sailing vessels lying at Port Stanley. Ships lying elsewhere in the Falklands will be described in a future supplement. A total of ten wooden deepwater sailing ships were examined; three American, SNOW SQUALL (1851), CHARLES COOPER (1856) and ST. MARY (1890); three Canadian, MARGARET (1836), ACTAEON (1838) and EGERIA (1859); and four British, WILLIAM SHAND (1839), VICAR OF BRAY (1841), JHELM (1849) and CAPRICORN (1859). Based on these ten vessels, the following observations may be made:

- All the British ships had iron hanging knees and iron lodging knees, except in the extreme bow and stern; where they had timber lodging knees.
- All the American ships had timber hanging knees and timber lodging knees, except SNOW SQUALL, which had iron hanging knees in the bow and may have had them aft.
- All the Canadian ships had iron hanging knees and timber lodging knees.
- All the British ships, except WILLIAM SHAND, had iron centerline pillars.
- All the American and Canadian ships had timber centerline pillars.
- None of the ships had paired frames in the areas examined; amidships above the turn of the bilge. (CAPRICORN does not survive in this area.)
- Some of the British and Canadian ships had been sheathed with wood before being coppered to the load waterline. None of the American ships had wood sheathing.
- The treenails in American ships were split and wedged. Treenails in British and Canadian ships were split and caulked; with the splits making patterns of crosses, triangles or squares.
- All the surviving transoms (in CHARLES COOPER, JHELM and EGERIA) had only two square windows, one on either side of the rudder post. This is also true of the EDWIN FOX (1853), lying at Picton, New Zealand.

OTHER VESSELS LAID UP, OR ABANDONED, IN PORT STANLEY (1981):

- AFTERGLOW - Wooden fishing vessel; built at Lowestoft, England in 1918. Sealing patrol. Gutted hull lies beached beyond east end of Town.
- GAMBLER - Wooden inter-island schooner. Mastless and waterlogged, outboard of FLEETWING.
- GENTOO - British fishing vessel. Anchored off Government jetty.
- GOLDEN CHANCE - Wooden fishing vessel; built at Lowestoft, England in 1914. Sealer. Beached, intact but dilapidated, including steam engine, in SE corner of Harbor.
- PENGUIN - Wooden inter-island schooner. Laid up alongside GOLDEN CHANCE.
- PHILOMEL - Wooden fishing vessel acquired in 1948 for Government use. Burned 1967. Wreckage lies on NW shore of Harbor.
- PLYM - Steel steam launch; built at Plymouth, England in 1903. Skeletal hull lies beached at east end of Harbor.
- SAMSON - Iron or steel steam tug; built at Hull, England in 1888. Engineless hull lies on NE shore of Harbor.
- WEDDELL - Wooden inter-island schooner; built in southern Chile. Anchored near stern of CHARLES COOPER.